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Notice.

I will leave for China on the 2nd day of September 1903 per S. S. America. All claims against me must be presented before that date at my place on King Street near Aala Lane.

SING KEE.

Honolulu, August 14, 1903.

Can't Eat

You certainly don't want to eat if you are not hungry. But you must eat, and you must digest your food, too. If not, you will become weak, pale, thin. Good food, good appetite, good digestion,—these are essential.



Mr. Robert Vinas, of Luncheon, Tasmania, sends us his photograph and says: "I suffered greatly from loss of appetite, indigestion, pains in the stomach, weakness, and nervousness. Several doctors tried in vain to give me relief. A friend then induced me to try Ayer's Sarsaparilla, for it had done him much good. The first bottle worked wonders for me, soon my appetite came back, my indigestion was cured, and I was strong and hearty."

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BOGUS COIN AT CONEY.

Over Ten Thousand Dollars in Bogus Passed on Sunday.

NEW YORK, August 10.—Shovers of the "puer" flooded Coney Island on Sunday with more than \$10,000 worth of counterfeit half dollars and quarters, many of which were refused at Coney Island and Bath Beach banks today, when the proprietors of hotels and business men generally made their deposits. Every business man on the island had some bogus money when he closed Sunday night.

Waiters and ushers, many of whom had not been warned about the coin, turned in their receipts for the day and found that from two to half a dozen halves and quarters were no good. The coins are excellent imitations. They are dated 1902 and are perfect as to weight and depth of cut. Unlike genuine coins they do not lose their bright, new aspect by handling.

HISTORY OF THE DEFENDERS

It is a far cry from the modern ninety-foot racing yacht of today designed with mathematical accuracy and planning, where steel and bronze have replaced heart of oak and pine spar, to the Maria of 1844, the first yacht built by the New York Yacht Club then organized with nine members.

Yet all along the line of American racers from the America to the Constitution there have been points of resemblance not usually appreciated by the public. The Maria, 110 feet over all with a beam of 26 feet 8 inches carried outside lead and a hollow boom. She drew six feet under her forefoot and five feet three inches aft, but her centerboard made her draft twenty feet.

As a flier she was a wonder. She logged seventeen nautical miles in an hour although she was fast in smooth water only and was not a good sea boat. Experts of the day did not consider her an ideal craft, but pinned their faith to the American pilot boat, the staunchest, speediest craft of her size in the world.

Such a boat was the America that in the memorable race around the Isle of Wight on August 22, 1851 brought back from England the inartistic but highly prized America cup. The English still maintain that the triumph was not conclusive, their best boat the Arrow having run aground.

In those days the American spread of sails was considerably less than that favored by her transatlantic rivals, but the canvas was trimmed as flat as a board and revolutionized sail making in England until today the Shamrock III sails across seas and displays racing sails that experts declare fit as snugly and well as that of the home boat.

The America's usefulness, unlike the modern racing machine was not outlived with the race. During the civil war she ran the blockade under the name of the Memphis, was sunk in St. John's river, Florida, raised and consigned to the Government, and converted into a training vessel for naval cadets. In fairness it should be stated that while in British hands she was sailed against and defeated by other English yachts.

The cup was not thought of again until 1870, when encouraged by the beating received by the American yacht Sappho in England, the Cambria was sent to regain the trophy. Yielding to popular sentiment the government refitted the America with navy rigging that would have served for a whaling voyage and the hopes of the English sportsmen were again destined to be lowered.

On December 10, 1869, for a stake of ninety thousand dollars blow high, blow low sail or pay James Gordon Bennett's yacht Henrietta raced across the Atlantic against the Vesta and the Fleetwing from Sandy Hook to the Needles, winning in thirteen days, twenty-one hours and fifty-five minutes. Raced every inch of the way, with sturdy spars and swelling canvas, when modern challengers cross under jury rig and the convoy of a steam yacht. This of course was not a cup event however.

In 1870 on August 8, eighteen vessels started in the cup race and the Cambria was beaten by 9 American yachts. The next year Mr. Ashbury returned to the fray with the Livonia and was beaten in four races out of five. In 1876 the Canadian boat the Countess of Dufferin and in 1881 the Atalanta, hailing from the same shores were hopelessly whipped.

In 1881 the cutter type of boat entered the field, to be changed again when the Defender caused the abandonment of the center board until then the very pith and marrow of American yacht designing.

In '85 came a close call for the return of the cup to British soil. The defender,

the Puritan, beat the challenger Genesta by the narrow margin of a minute and a half in a twenty mile run to leeward and return. Experts generally advance the theory that had William Sutton brought over the Genesta in '82 he very likely would have been successful. As it was he came nearer to the cherished cup than any other challenger. Next year the Galatea, designed by Beaver-Webb, who also designed the Genesta, proved a failure, while the American Mayflower built by Burgess proved much faster than his first Puritan and easily defeated the English yacht.

Then George L. Watson designed the first British racing machine. For the first time a naval architect built a boat for the express purpose of winning in certain water and certain probable conditions.

The result was the Thistle now called the Meteor and owned by the Emperor of Germany. She was built on the Clyde in '87 for James Bell of the Royal Clyde Yacht Club. She measured a fraction under ninety feet and possessed a radical departure in a beam of over twenty feet.

Burgess was called upon once more, and responded with the Volunteer, perhaps the fastest boat that ever went to windward. The straight stem was done away with in favor of the clipper bow, she was three feet shorter than the Thistle and three feet wider and gained an overwhelming victory.

Steel frames had now replaced oak and now in '93 in the big "single stickers" came the steel hull. Lord Dunraven came forward with the Valkyrie and Herreshoff succeeded Burgess with the Vigilant.

She was the first craft to have an underbody of Tobin bronze to reduce the minimum of friction and was as light as possible above the water line with a tremendous weight in her keel to carry a great sail plan. Her centerboard of hollow bronze had a drop of ten feet drawing fourteen feet without it. She was 136 feet over all with a 16 foot beam.

The Valkyrie was the prettier looking craft of the two, but she was beaten nevertheless. One race indeed the Valkyrie might have won had it not been for a little tear in the spinnaker, made in hauling it out of the locker. It was on the run home, and the squall found the flaw, and blew that sail and a succeeding hurricane cloth, into ribbons. The Vigilant saved the cup that day, October 13, 1893 by only forty seconds. Meanwhile the challenging cutter though the loser, had so outpointed, outfooted and outran the centerboarder that Herreshoff boldly abandoned the centerboard and brought forth the Defender in '95 as pure a type of racing craft as was ever designed.

Now the national characteristics of the crafts had ceased to be distinct, they were no longer national types and differed no more than boats designed by different men in the same country might.

The factor of safety on the two boats of '95 the Defender and the Valkyrie III was reduced to a minimum. The races proved nothing. They were truthfully summed up as a "foul, a fluke and a fizzle."

In '98 came Sir Thomas Lipton with his Shamrock designed by Fife winning for the challenger much popularity but not the cup. The Shamrock was the nearest boat ever built by the other side to American traditions and had a wonderfully fitting suit of sails.

It is generally conceded that the Shamrock was not sailed at her best. Her owner was sick, unable to see the race, and three expert English captains sailed her. Still the Columbia was the better boat and won on her merits.

HISTORY OF THE CUP

The thirteenth international contest for the America's cup will take place in August 1903, over the same courses and under the same conditions as in 1901. October 7, 1902, the secretary of the Royal Ulster Yacht club, on behalf of Sir Thomas Lipton, Bart, K. C., V. O., a member of the club, mailed a challenge to the New York Yacht club which was officially accepted October 16. By the terms of the challenge the first race is to be sailed on Thursday, August 20, 1903; the second on Saturday, August 22, and the third on Tuesday, August 25. Any further races, if any are required, are to be sailed on each following Thursday, Saturday and Tuesday until finished. The name of the challenging yacht is Shamrock III. Its length on the load water line is

	Vigilant.	Valkyrie III.	Defender.	Valkyrie.	Columbia.	Shamrock I.	Shamrock II.
Length load water line	86.19	85.50	88.45	88.85	89.77	87.00	89.25
Length over all	123	126	124	129	132	130	133
Beam	26	20.5	23	27	24.2	24.56	25
Draught	13	16.5	19	18.5	19.20	22	22
Length from after end of main boom to forward point of measurement	176.22	160.5	181.79	186.22	182.87	189.13	184.03
Length from fore side mast to forward point of measurement	74.85	66.66	73.55	78.94	73.86	79.46	78.28
Length of spinnaker pole	74.62	72	73.36	78.94	73.30	79.46	78.28
Length of gaff	54.76	55.57	64	59	64.94	67.64	66.17
Length of topmast	66.83	51.56	57.42	65.98	64.64	58.06	68.18
From main boom to topsail halyard block	122.84	111.83	125.48	129.80	134.74	128.28	143.39
Sail area	11,272	10,942	12,602	13,211	13,211	13,485.82	14,901
Sailing length	96.78	93.11	100.36	101.49	102.13	101.92	102.55

that of the Aurora was 24 minutes slower. The cup after that became known as the America's cup and has now been successfully defended for fifty years.

1870—August 8, New York Yacht club off Sandy Hook and return: Sappho, 5; course: Magic 3:58:21; Cambria, 4:37:38, 39:02; Livonia, 6:09:23, October 23, 1871—October 16, New York Yacht New York Yacht club course: Sappho, club course: Columbia, 6:19:41; Livonia, 4:16:17; Livonia, 5:11:55.

(Continued on page 7).

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